

CLAIMS

1. A cylinder (1) for a crankcase scavenged two-stroke engine, comprising a cylinder bore (2) with centre line (12) and on opposite sides of the cylinder located closed transfer ducts (3, 3'), which cylinder (1) has an underside (4) essentially perpendicular towards the cylinder bore (2), intended to be connected to a crankcase (5) in a parting plane (A), and besides an inlet (8) for air/fuel mixture, the cylinder is provided with at least one inlet (9, 9') for additional air to the combustion chamber, which inlet for additional air runs through a cylinder wall (11) and via a recess in the piston and a transfer port (6, 6') leads down into the transfer ducts (3,3'), characterized in that said transfer ducts (3,3') each have an upper section (3a,3a') leading from the transfer port (6,6') and in a tangential direction in relation to the cylinder bore (2) and is followed by an essentially right angled bend (3b,3b') leading into a lower section (3c,3c') leading into the parting plane (A), and at least the right-angled bend of each transfer duct is located on opposite sides of an exhaust duct (7) and during at least a part of the right-angled bend (3b, 3b') the transfer ducts approach each other.

2. A cylinder according to claim 1, wherein the transfer ducts approach each other also during at least a part of the lower section (3c, 3c').

3. A cylinder according to claim 1 or 2, wherein the lower end of the lower section (3c, 3c') is adapted to be sealably connected to the crankcase (5) in the parting plane, so that the transfer duct can continue in the crankcase.

4. A cylinder according to any of the preceding claims, wherein the lower section (3c,3c') at least partly reaches the parting plane (A) below the exhaust duct (7).

5. A cylinder according to any one of the preceding claims, wherein the parting plane (A) is located higher than the centre axis of the crankshaft (10).

6. A cylinder according to any one of the claims 1-4, wherein the parting plane (A) is located essentially as high as the centre axis of the crankshaft (10).

7. A cylinder according to any one of the preceding claims, wherein a cover (20, 20') is arranged over an open part of each transfer duct (3, 3') comprising the upper section (3a, 3a') and at least a part of the right-angled bend (3b, 3b').

8. A cylinder according to any one of the claims 1-5, wherein a cover is arranged over an open part of each transfer duct (3,3') comprising the upper section (3a, 3a') the right angled bend (3b,3b') and at least a part of the lower section (3c,3c').

9. A cylinder according to any one of the preceding claims, wherein the transfer ducts (3, 3') over at least a part of their length above the parting plane (A) are parallel with the cylinder bore (2).

10. A cylinder according to any one of the preceding claims, whereby the cylinder (1) is die-cast.